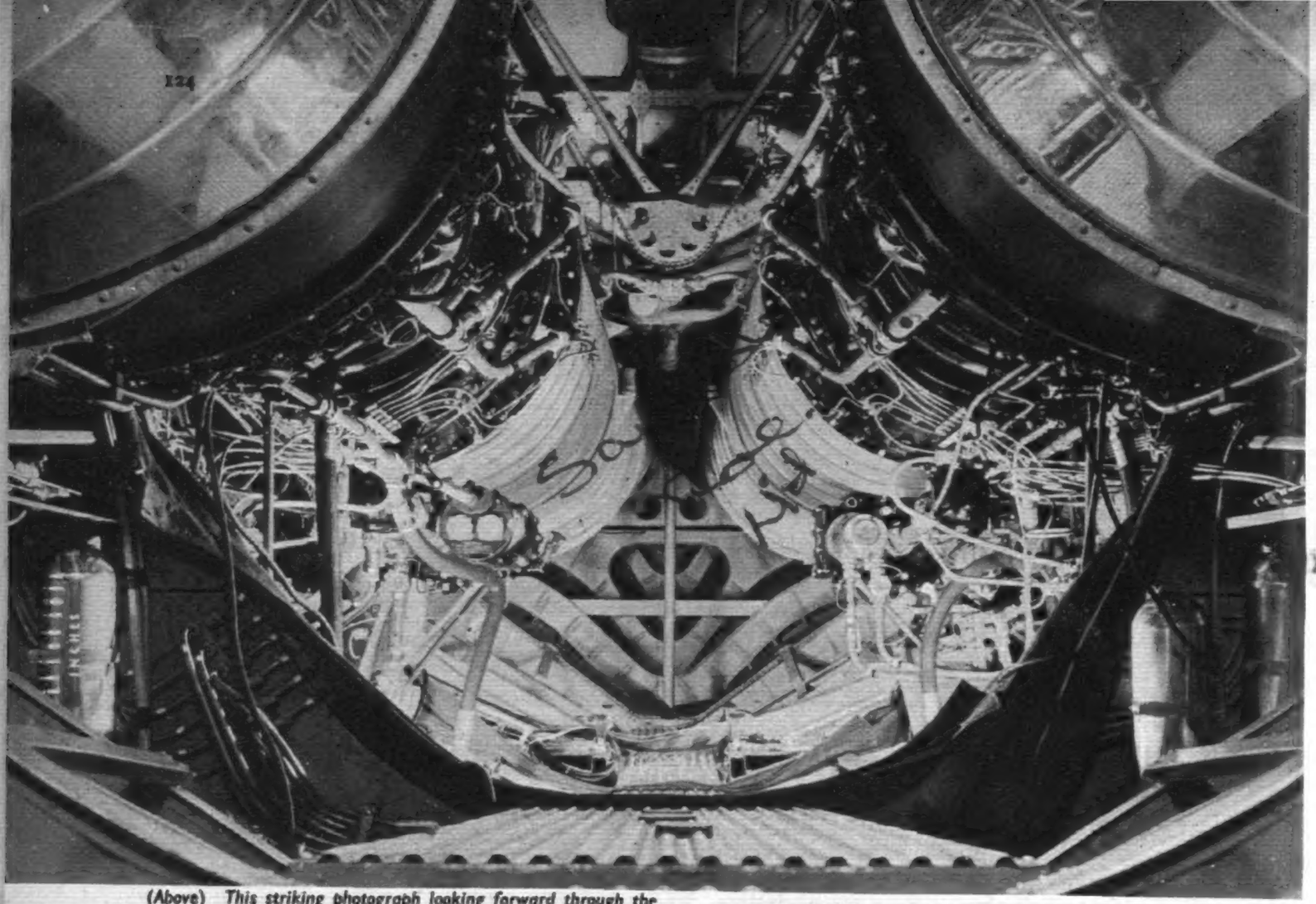
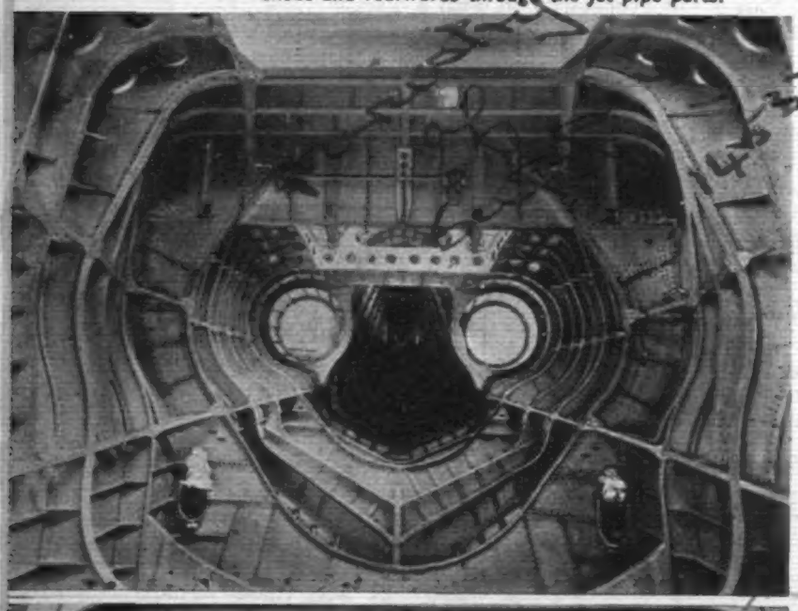
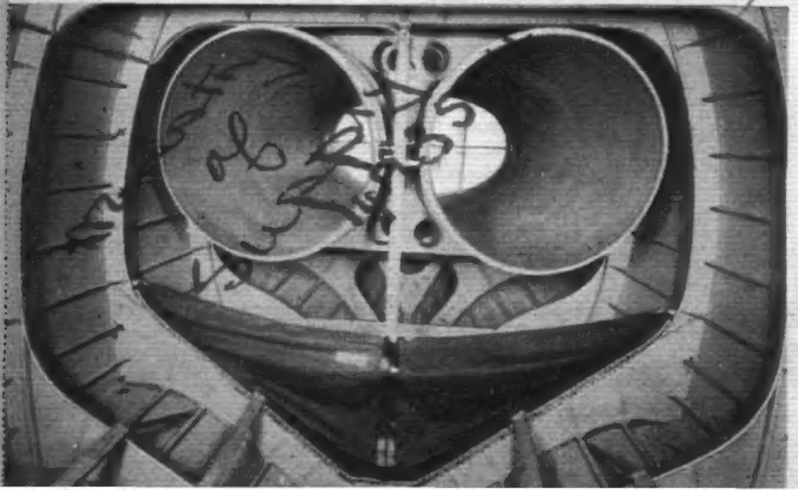


(Above) This striking photograph looking forward through the engine room of the S.R./A1 serves to illustrate height, layout and details of power plant and accessories. Note the scale on the portside bottle. (Below) Unusual views forward through the snout and rearwards through the jet pipe ports.





FIGHTER FLYING BOAT...

ing from the gun deck (frame 8) to the jet outlet (frame 19), two on each side at hip and shoulder height, also by the keelson. The frames are tied in addition by horizontal intercostals at frequent intervals. The lesser stringers are lipped angles or, in the hull bottom, lipped Z-sections. The main frames themselves comprise extruded T- or angle-edge sections known, according to position, as shell, inner and bottom boundary bars, riveted to diaphragms stiffened as required.

The main wing spar is bolted to frame number 14, the principal hull frame. This also carries the rear engine mounting castings. The rear subsidiary wing spar corresponds with number 18 frame, and the step angle falls between frames 15 and 16. Other important positions are frames 8 to 12, between which is carried the pressurized cockpit unit immediately aft of the gun compartments, and frames 4, 8, 10, 14, 20 and 23, which form the watertight bulkheads. Impregnated fire-proof canvas partitions, unzipped to permit passage along the walkway, are also provided.

There is a main hatch between the wing spar frames, in the centre section through which the engines and other equipment are introduced or withdrawn, and let into it is a much smaller quickly detachable hatch to give access for servicing. The ladder inside is a permanent fitment.

The keelson comprises, spar-like, a T-section extruded top boom, stiffened plate web and back-to-back V angles at the lower edge. Outside is the keel strip and around the nose a light alloy rubbing strip, plug-riveted on.

In the upper part of the hull, sturdy built-up spars, known as carling members converge from the No. 14 frame near the outer shell forward to No. 12 frame. Here, junctions are made with, on the one side, the apex of the front engine mounting and the inter-spar struts, and on the other, the gunwale members which support the cockpit unit. Rear gunwale members with two transverse spars form the framework for the main hatch which is normally bolted down.

Ahead of the cockpit in the upper portion of the hull is a gun-bay and gun platform supporting four 20-mm cannon which